

INTIMATION.

A. S. WATSON & CO., LIMITED.

ESTABLISHED, A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by us, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

POET after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CHABET.—Our Chabets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to bear Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch WHISKY marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1895. [22]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents should forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: P. O. Box No. 12.

BIRTH.—At Pauhuton, the Peak, on the 13th instant, the wife of ROBERT BROWNE, of a son. [202]

DEATH.—At Shantou, on 10th January, 1895, KATE GERTRUDE, widow of the late Dr. R. A. JAMIESON, aged 67 years.

The Daily Press.

HONGKONG, JANUARY 16TH, 1895.

To be forewarned is to be forearmed, and a good motto to proceed on in business and has been acted upon by Messrs. BUTTERFIELD & SWIRE in bringing to the notice of the Shanghai Branch of the China Association the new regulations proposed to be imposed on British shipping engaged in the passenger trade between Chinese ports. The references made in the firm's letter to the Association and in the Association's letter to the Secretary of State, to previous representations on other matters having been disregarded because they came too late, apply more particularly, we believe, to the arrangement of the tariff under the new treaty with Japan, and the experience gained in that matter may well put commercial men on their guard against allowing important interests to be damaged behind their backs. Had the Chambers of Commerce been consulted in reference to the Japanese tariff there is reason to believe much better terms might have been arranged in regard to certain important articles, but the Foreign Office apparently could think of little more than the duty on hats, a fly with which the estate Japanese negotiator very cleverly caught his fish: In regard to the proposed new regulations affecting British shipping the same disastrous secrecy could not be observed, because the matter would have to come before the Hongkong Legislative Council, where there would be full opportunity for discussion, and the unofficial members would perhaps exercise due vigilance in a matter so closely affecting commercial interests, though most of the hon. gentlemen have of late years been very complaisant in accepting Governmental proposals that were fairly open to objection. However, it is much better to be too soon than too late, and as Mr. CHAMBERLAIN is desirous of being informed of all matters affecting trade the Shanghai Branch of the China Association has done well in accepting the right hon. gentleman's invitation and informing him of this threatened blow to the British shipping trade. The case made out against the proposed regulations appears quite conclusive. We are not aware that there are any substantial complaints to be made against the way in which the passenger trade of the China coast is carried on, though from an ideal point of view it is possible that some improvement might be effected. If China were strong enough and enlightened enough to control the matter herself and enforce uniform regulations upon vessels of all nationalities in all her ports British shipowners would not be likely to object, to any reasonable measures that might be adopted for enhancing the safety or comfort of the passengers, but they have very good grounds for objecting when they

know that in practice the regulations would only be fully enforced in regard to British ships and that vessels of other nationalities would be allowed to evade them either partially or altogether. And that this would be so there can be no doubt, notwithstanding any nominal adhesion to the regulations that might be given by other Governments. The requests for this conclusion are fully set out in the correspondence published in another column. Messrs. BUTTERFIELD AND SWIRE are to be congratulated on the vigilance they have displayed in this matter and it is to be hoped that the letter of the Shanghai Branch of the China Association to the Secretary of State may have the effect of bringing out instructions to the Hongkong Government that it is undesirable it should exercise its superabundant power of meddling in matters of British and Colonial affairs.

H. M. Archer arrived here yesterday from Formosa.

The steamer Eliza left Singapore on the 14th inst. and is due here on or about the 21st inst.

The British gunboat Plover, for Shanghai, and Daphne, for Wenchow, left Singapore for this port on Sunday morning, the 12th instant.

From the *Courrier de Saigon* we learn that the arrangement proposed by the Gold Mining Company of the Upper Laos was to leave Saigon on the 8th January.

We hear that a new expert for the Panion Gold Mining Co. Limited is already on the way out. He is reported to have had practical experience at the South African mines.

The French flagship Bayard arrived at Saigon on the 2nd inst. from Hongkong. She will receive a new crew at Saigon and undergo extensive repairs there, which will occupy about a month.

In the annual report of the Shanghai Branch of the China Association it is recognised that British residents in China now find their best home bound up with a continuation of the low gold price that silver has attained."

The Japanese are apparently finding it necessary to send reinforcements to Formosa. A Yokohama telegram of the 8th January to the N. C. Daily News states:—One brigade of troops has left Ujina, the port of Hiroshima, for Formosa this week.

Writing on the 25th December the *Einsteiner* correspondent of the *Meinung* says:—Mr. Mandel has just received advices from Peking saying that his firm's tenders for men-of-war had been accepted, amounting to Tls. 17,000,000. It is said the firm has also tendered tenders for men-of-war in Japan. After all there is nothing like success.

The *Donat*, a new vessel for the *Meinung* Fluviales de Cochinchina arrived at Saigon on the 21st instant after a voyage of forty odd days from Hanoi. She is intended for the Saigon and Bangkok run and was built, like her unfortunate sister ship the *Paknam*, by Messrs. Napier and Sons, Glasgow. The *Paknam*, it will be remembered, was wrecked on her way out.

The Tientsin Customs authorities have officially confirmed the statements recently made by the Hanoi Chamber of Commerce as to the prompt examinations of goods proceeding to Yunnan by the Red River route. It is stated that the goods are examined at Haiphong and are not interfered with again until they arrive at Laochau, when they are checked for payment of duty.

The Chief Justice (Sir Fielding Clarke) is leaving to-morrow for the English mail steamer to sail in Court for the last time on the 22nd instant, when the hearing of the case in *Winton and Sons* against China will be adjourned for a week. The Attorney-General (Hon. W. M. Goodwin) will be in charge of the opportunity of addressing his Lordship on behalf of the Hongkong bar.

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DEATH.—At Shantou, on 10th January, 1895, KATE GERTRUDE, widow of the late Dr. R. A. JAMIESON, aged 67 years.

We learn that Signorina Belinfante has completed her arrangements for a grand concert to be given at the City Hall on Monday next, when she will be assisted by Mr. Lamont, Surgeon-Major, Mr. E. M. Miron, and Mr. W. G. Campbell.

On account of previous announcements the concert will not be strictly a classical one, but will include a number of ballroom dances. From the reports which reach us from the North regarding the Signorina's singing a musical treat of no mean order may be anticipated.

The *Avenir du Tonkin* says:—"We are glad to find that an important industrial combination has been formed by the *Meinung* for the purchase of the ironworks which the Chinese Government intends placing in Europe for its industrial and warlike outfit falling into the hands of German houses. These orders amount to the large sum of forty million (francs) for China Consular service, and his experience in Egypt and Africa may have given him the training necessary to deal with climates of the Tsingtao Yangtze. He is not an entire stranger to the Chinese, however, having been stationed at Hongkong in 1870 with the 74th Highlanders. The following is his record in the Foreign Office List:

Major Sir Claude Maxwell, K.C.M.G., entered the 74th Highlanders, March 16, 1872, was promoted to be Captain, February 1881 and Major (Bravet), November 18, 1884. Served throughout the Egyptian Campaign of 1882, and in the *Meinung* in Egypt. From 1884-85 as a Volunteer with the 42nd Highlanders (Bravet of Major); medal with three clasps; *Chesn's star*; and 4th Class of the *Chesn's*. Was employed on Special Service in Egypt, from February 13, 1884 to June 21, 1887. Was attached by the War Office to the Agency at Cairo, from 1882 to 1884. Was Agent to the Consul-General at Zanzibar from July 10, 1884 to May 21, 1888. Was attached to His Majesty's Commission in the West Coast of Africa December 15, 1888. Proceeded on a special Mission to the Niger Territories, June, 1884. Was sent to Berlin with reference to the delimitation of boundary between the Oil Rivers Protectorate and the colony of Cameroons. Was appointed Commissioner and Consul-General in the Oil Rivers Protectorate and Consul-General to the *Meinung* Consul to the Cameroons, January 1, 1891. Was made a K.C.M.G. August 4th, 1892.

The N. C. Daily News of the 9th January says:—The *Sachem*, which was in collision with the *Tokuo Maru* on Tuesday afternoon, is now alongside Messrs. Boyd & Co.'s wharf at Poonting. She has sustained serious damage to her starboard bow being completely smashed and the plates on the port side torn away from the stem. The full extent of the damage, however, cannot be ascertained until the ship is docked, though it is believed that the collision must have been at least a month ago. The *Sachem* was hugging the Poonting at the spot where was built the King's palace, now the residence of H.H. Prince Chakrapatipong (Ong Yai). Two fatal accidents occurred at the fire.

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The *N. C. Daily News* of the 9th

NOTICE TO CONSIGNEES
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FROM CALCUTTA, PENANG, AND
SINGAPORE.

"ARABATON APCAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from above-mentioned.

Cargo impeding the discharge or remaining on board after the 11th instant will be landed at Consignees' risk and expense into the Godown, and except in the case of Warehouses, and Stores Co. Limited, Wauchau.

Cargo of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON SONS & CO., Agents.

Hongkong, 13th January, 1896. [145]

STEAMSHIP "CALEDONIAN".

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London on S.S. "Orpheus", from Havre on S.S. "Orpheus", from Bordeaux on S.S. "Ville de Dunkerque" and Ville de Lille in connection with their Goods, Steamer, are hereby informed that their Goods, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Company, Limited, at Kowloon Wharf and Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instruction is received from the Consignees before 6 P.M. To-DAY, the 15th instant, requesting it to be held here.

Bill of Lading will be countersigned by the Underwritten.

Goods remaining unclaimed after WEDNESDAY, the 15th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 15th inst., or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURNAYER,
Acting Agent.

Hongkong, 8th January, 1896. [146]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HENALDER" FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo are hereby informed that all goods, and those landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the steamer must be presented to the Captain on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th January, 1896. [147]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"BORNBO" FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, and Kowloon Wharf and Godown Company's Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the steamer must be presented to the Captain on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th January, 1896. [148]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"PEKIN" FROM BOMBAY, COLOMBO, AND SINGAPORE.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, and Kowloon Wharf and Godown Company's Godown, whence delivery may be obtained.

Optional goods will be landed here unless instructions are given; to the contrary before 4 P.M. To-DAY.

Goods will be delivered by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the under-signed on or before the 15th inst., after which no claims will be recognized.

A. WOOLLEY,
Acting Superintendent.

Hongkong, 10th January, 1896. [149]

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Optional goods will be landed here unless instructions are given; to the contrary before 4 P.M. To-DAY.

Goods will be delivered by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the under-signed on or before the 22nd inst., after which no claims will be recognized.

A. WOOLLEY,
Acting Superintendent.

Hongkong, 13th January, 1896. [150]

NOTICE TO CONSIGNEES.

THE AUSTRIAN STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIN, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PEKANG, AND SINGAPORE.

THE Steamship

"GISELA" having arrived, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This vessel brings on cargo:—

From Calcutta ex. s.s. Aquila, transhipped at Trieste ex. s.s. Imperator, transhipped at Alexandria.

From Venice ex. s.s. Carlotta, transhipped at Trieste.

Optional Cargo will go to Shanghai unless notice to the contrary be given before NOON the 20th instant, at 4 P.M. to-DAY.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by S. ANDERSON & CO., Agents.

Hongkong, 13th January, 1896. [151]

CARBOLINEUM-AVENARIVUS USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China, SCHIELE & CO.

Hongkong, 26th January, 1896. [152]

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamship.

"MYEMELOON"

are hereby notified that the Cargo is being discharged into port, and/or landed at the Godown, and/or discharged in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 A.M. on the 22nd inst.

BUTTERFIELD & SWIRE,

Hongkong, 13th January, 1896. [152]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"SUNGKIN"

Captain C. B. D. D. will be despatched TO-DAY, the 16th inst. of NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th January, 1896. [151]

"GLEN" LINE OF STEAM PACKETS

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENDALE."

Captain Selby, will be despatched above on about TO-DAY, the 15th instant, instead of as previously notified.

This Steamer has Superior Accommodation for Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JAEDINE, MATTHESON & CO.,

Agents.

Hongkong, 14th January, 1896. [151]

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No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the steamer must be presented to the Captain on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th January, 1896. [147]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"BORNBO" FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, and Kowloon Wharf and Godown Company's Godown, whence delivery may be obtained.

Optional goods will be landed here unless instructions are given; to the contrary before 4 P.M. To-DAY.

Goods will be delivered by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the under-signed on or before the 15th inst., after which no claims will be recognized.

A. WOOLLEY,
Acting Superintendent.

Hongkong, 10th January, 1896. [149]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"PEKIN" FROM BOMBAY, COLOMBO, AND SINGAPORE.

Consignees of Cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, and Kowloon Wharf and Godown Company's Godown, whence delivery may be obtained.

Optional goods will be landed here unless instructions are given; to the contrary before 4 P.M. To-DAY.

Goods will be delivered by the 20th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the under-signed on or before the 22nd inst., after which no claims will be recognized.

A. WOOLLEY,
Acting Superintendent.

Hongkong, 13th January, 1896. [150]

NOTICE TO CONSIGNEES.

THE AUSTRIAN STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIN, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PEKANG, AND SINGAPORE.

THE Steamship

"GISELA"

having arrived, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This vessel brings on cargo:—

From Calcutta ex. s.s. Aquila, transhipped at Trieste ex. s.s. Imperator, transhipped at Alexandria.

From Venice ex. s.s. Carlotta, transhipped at Trieste.

Optional Cargo will go to Shanghai unless notice to the contrary be given before NOON the 20th instant, at 4 P.M. To-DAY.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by S. ANDERSON & CO., Agents.